Fort Hood Flight Safety and Standardization Committee

Garrison Airfield Operations Board (AOB)

1st & 2nd Quarter FY 10

14 Jan 10

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- **Opening Comments:**

III Corps
Phantom Warriors

FHFSSC – Old Business

- **Issue**: UAS Integration and Operations
- **Discussion:** Update on FH 95-23 – It's Here!

- https://www.us.army.mil/suite/files/7731664

- These documents are in the "GARR_DAO: folder. The FH 95-1 is in the folder labeled "FH 95-1, Fort Hood Local Flying rules" and the FH 95-23 ins in the folder labeled "FH 95-23, UAS".

- **Status: Closed**

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FHFSSC – Old Business

- **Issue**: Proposed FH 95-1 Changes
- **Discussion:** Update on FH 95-1 – It's Here!

- https://www.us.army.mil/suite/files/7731664

- These documents are in the "GARR_DAO: folder. The FH 95-1 is in the folder labeled "FH 95-1, Fort Hood Local Flying rules" and the FH 95-1 ins in the folder labeled "FH 95-1".

- **Status: Closed**

FHFSSC – Old Business

- **Issue**: Ft. Hood Pilot Tools Website

- **Discussion:**

  Linked and Implemented

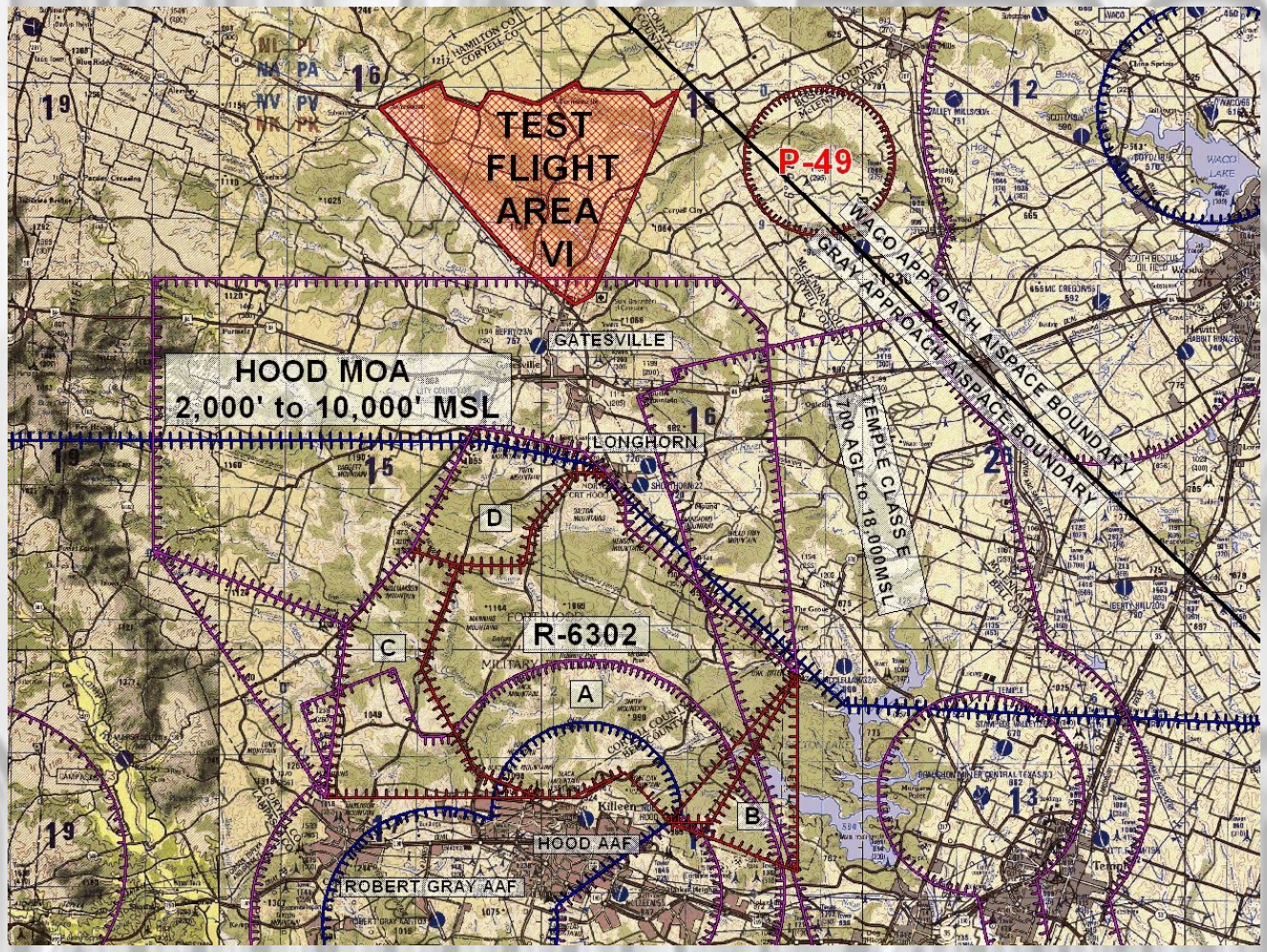
- **Status**: CLOSED

FHFSSC – Old Business

- **Issue**: New Test Flight Area Designated

- **Discussion**:
- There is now and will be several units who will occupy North Fort Hood for training. There was a need for those units to do maintenance test flights and the flight to existing test flight areas for some test flights was excessive.
- A new maintenance test flight area has been designated and will be incorporated into FH 95-1. The test flight area is designated Test Flight Area VI.
- **Status**: Test Flight Area in Effect - CLOSED

FHFSSC – Old Business



From the town of Gatesville NW along Hwy 36 to the town of Jonesboro, then east along Hwy 217 approximately 13Km to a NNE/SSW power line, then SSW along the power line to Gatesville.

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FHFSSC – Old Business

- **Issue**: Notams Clairification
- **Discussion**: Mr Bob Ulrigg - DAO

- We have fielded lots of questions ref the NOTAMS for RGAAF during the ongoing construction.
- Yes we know there duplicate NOTAM in the system. The reason is as follows:
- The NOTAMS that start with a number, i.e. 09/002 are issued through FAA Flight Service.
- The NOTAMS that start with FDC, i.e. FDC 9/6073 are issued through FAA Flight Data Center and cover procedure changes. (We have no control over these type NOTAMS)
- The NOTAMS that start with M, i.e. M0257/09 are Military NOTAMS issued by Base Operations and are safety of flight issues.
- The NOTAMS that start with L, i.e. L0418/09 are Military Local NOTAMS issued by Base Operations and/or AT&A Officer and are just good information for aviators (non-safety of flight).
- Now here comes the confusing part:
- If we (Base Ops) issue a NOTAM that affects civil aircraft then we have to call Flight Service and have them issue a civil NOTAM and we get a duplicate NOTAM.
- This is DoD wide, not just Fort Hood.
- DoD is working with the FAA to come up with a system so that if we issue a NOTAM we would not have to call Flight Service. The problem is if a civil pilot calls Flight Service for NOTAMS Flight Service only reads the Civil and FDC NOTAMS and not the "M" NOTAMS It would seem that the simple solution would be for Flight Service to be required to read all, but evidently it's not that simple.
- We will keep everyone posted as we get more information.
- We know there are a lot of NOTAMS posted and some are duplicates, please bare with us during this construction period.

- Please pass this info on to your aviators, hopefully it has answered some of you questions and not just confused you more.

- **Status**: Information Only - CLOSED

FHFSSC – Old Business

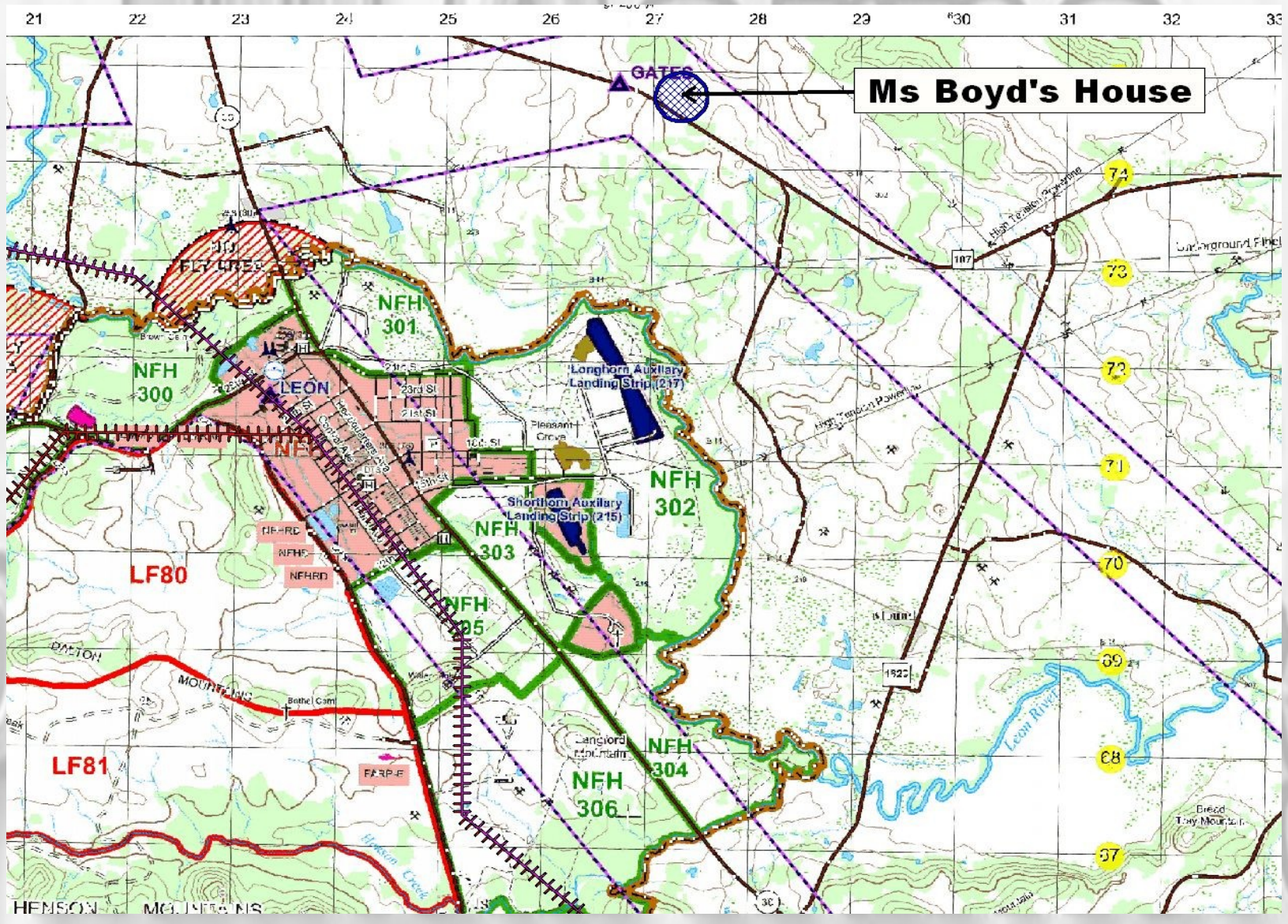
- **Issue**: Noise Complaints – Mrs. Boyd

- **Discussion**: Per Bob Ulrigg, DAO, Ms Boyd has called several times in the past several years.

- Her complaint is that our aircraft fly low over her house all the time both day and night (at all times day and night). She also complains that the aircraft have their landing light on and it shines on her house.
- She stated that the aircraft keep her small children awake at night. Her house is located under the East B corridor (see attached map). She also stated that the aircraft were so low that it causes the windows to rattle and items on the table to shake.
- She has been informed that her house is under the air corridor (East B), and of the Fort Hood policy of 500 feet slant range from buildings and livestock. She stated she believes our aircraft are flying below 500 feet AGL.
- Airspace does not believe this is traffic at Longhorn/Shorthorn but rather traffic on West B and could be anyone flying at Fort Hood. This is a sparsely populated area, however she stated her neighbors have complained to her also. I have not received any other complaints from that area.
- We do not want to create a No-Fly Area, and would rather ensure our aviators are doing the right thing and flying neighborly.

- **Status**: CLOSED

FHFSSC – Old Business



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FHFSSC – Old Business

- **Issue**: Noise Sensitive Area

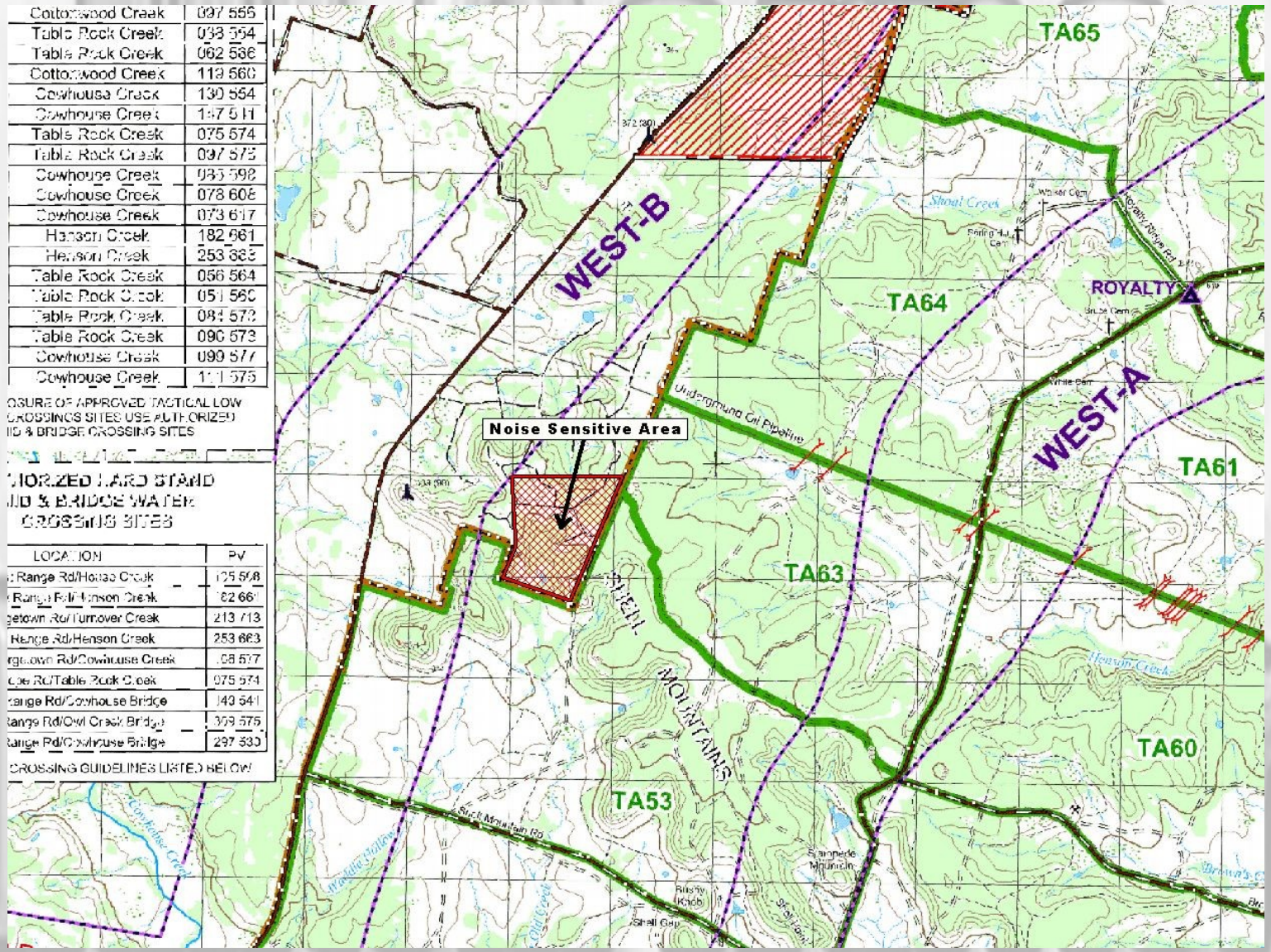
- **Discussion**: Per Bob Ulrigg, DAO

  - Typically the complaints are from aircraft operating on the reservation in TA 53. If an aircraft cuts the corner they fly over her house and horse pens scaring her horse. Aircraft operating on the route (West B) do not over fly her property.

  - To avoid another No-Fly area we are treating this area as a noise sensitive area which means aircraft just need to make sure they are not cutting the corner when flying in the area.

- **Status**: CLOSED

FHFSSC – Old Business



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Dec 10

FHFSSC – Old Business

- **Issue**: The issue of AH64 CCA/diving fire training on the reservation being interrupted by aircraft flying the CARS.
- **Discussion:** CW5 Ham was appointed to put together a committee to discuss options. Committee members were:

- CW5 Chandler 4/3 ACR
- Mike Moodt DAO
- Malcolm Williams DAO-ATC
- CW5 Blakemore 21st CAV
- CW5 Detlefsen 21st CAV
- Marla Coward DAO
- CW5 Jimmy Green 21st CAV
- Robert Ulrigg DAO AT&A

- **Status:**

- A great deal of discussion occurred and the consensus was that more discussion would be necessary with more involvement from the ATC professionals. Mr. Ham has since been deployed for a short period of time. Discussions could resume with Mr. Ham's return before the next quarterly meeting.
- A couple of major points/concepts were made during this meeting.

1. The inner "Alpha" CARS ring could probably be eliminated with little effect on current flight operations in the restricted area. Note: The "Bravo" or outer CARS ring should be looked at for more usable (Visible) checkpoints.
2. "Sole Use" airspace with it's current definition has probably outlived it's usefulness. Airspace could, perhaps, be designated as "Scheduled Airspace" where airspace designated horizontally by training areas is actually scheduled and reserved from the surface and extend upwards to perhaps 4500' and be activated for use exclusively by whoever schedules that airspace much like Sole Use airspace is currently used. Aviators may otherwise use any "Unscheduled" airspace.

Open: CW5 Ham has returned from deployment and another Committee meeting is needed to further study and discuss these concepts

FHFSSC – New Business

- **Issue**: WTA Flight Restrictions
- **Discussion**: Bob Ulrigg

- The following L-NOTAM has been published:
-
- NOTAM L0607/09 CREATED SUCCESSFULLY
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- L0607/09 NOTAMN
- Q) /QXXXX
- A) KGRK KHLR
- B) 200912211659
- C) 201002282359
- E) WTA FLIGHT RESTRICTIONS: ALL AIRCRAFT REMAIN SOUTH OF THE CENTERLINE ON RED ROUTE BETWEEN HWY 281 AND LOMETA, DO NOT OVERFLY THE NO-FLY AREA (NV759531) BELOW 1000 FEET AGL. THIS IS A PERMENT CHANGE AND THIS L-NOTAM WILL REMAIN IN EFFECT UNTIL PUBLISHED IN FH 95-1. POC MR ULRIGG, 288-1424.
-
- Due to the increasing number of complaints from this area (NO FLY AREA NV759531, NO FLY BELOW 1000 Feet AGL WITHIN 2KM) we are reinstituting the restriction as indicated in the L-NOTAM.

FHFSSC – New Business

- **Issue**: Scheduling Airspace in R-6302
- **Discussion**: The following NOTAMS were published on 8 Dec 09

L0588/09 PART 1 OF 2

ATTENTION AVIATORS: 4/3 ACR WILL BE CONDUCTING A PLATOON SIZE AIR ASSAULT AT OWL CREEK. SOLE USE AIRSPACE WILL BE IN EFFECT WITHIN THE FOLLOWING POINTS ON 7 DEC 09 FROM 1230 LCL (1830Z) TO 1700 LCL (2300Z), PV2860, PV3860, PV3848, AND PV2848 SURFACE TO 5,000' MSL.

POC: 4/3 ACR BTL CPT DSN 609 573-3224

END PART 1 OF 2. 08 DEC 18:30 2009 UNTIL 08 DEC 23:00 2009. CREATED: 07 DEC 19:2 2009

L0588/09 PART 2 OF 2

ATTENTION AVIATORS: 4/3 ACR WILL BE CONDUCTING A PLATOON SIZE AIR ASSAULT AT OWL CREEK. SOLE USE AIRSPACE WILL BE IN EFFECT WITHIN THE FOLLOWING POINTS ON 8 DEC 09 FROM 1230 LCL (1830Z) TO 1700 LCL (2300Z), PV2860, PV3860, PV3848, AND PV2848 SURFACE TO 5,000' MSL.

POC: 4/3 ACR BTL CPT DSN 609 573-3224

END PART 2 OF 2. 08 DEC 18:30 2009 UNTIL 08 DEC 23:00 2009. CREATED: 07 DEC 19:2 2009

L0590/09 Temp ROZ TA 42, 50 and 51, 14 DEC TO 24 DEC 09, FROM 0600L TO 1800L DAILY, SURFACE TO 10,000 AGL. UAS OPERATIONS IN R6302A & C LS-12 CLOSED TO NON-PARTICIPATING AIRCRAFT, CARS WEST A CLOSED FROM CP HENRY TO CP ROYALTY. POC MR. ANDERSON (24) 232-0361. 8 DEC 17:SR 2009 UNTIL 24 DEC 23:59 2009. CREATED 08 DEC 17:37 2009.

FHFSSC – New Business

- **Issue**: Approach Procedure Issues
- **Discussion**: Bob Ulrigg

- Due to numerous errors on the 17 Dec Approach Plates, the following FDC NOTAMS has been issued:
-
- FDC 9/6145 (A0045/09) - FI/P ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX.
- ILS OR LOC RWY 15, AMDT 6...ILS OR LOC RWY 33, AMDT 1...VOR/DME RWY 15, AMDT 3...CORRECT PLANVIEW: CHANGE THE MISSED APPROACH HOLDING PATTERN AT AGJ VORTAC BEARING ON THE OUTBOUND LEG TO 014 DEGREES VICE 374 DEGREES AND CHANGE THE OUTBOUND RADIAL TO R-014 VICE
- R-374 DEGREES. WIE UNTIL UFN. CREATED: 24 DEC 12:35 2009
-
- FDC 9/6013 (A0044/09) - FI/T ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX.
- RNAV (GPS) RWY 15, AMDT 1...
- RNAV (GPS) RWY 33, AMDT 1...
- NDB RWY 15, AMDT 6...
- VOR A, AMDT 2...
- PROCEDURE NA. WIE UNTIL UFN. CREATED: 23 DEC 15:58 2009
-
-
- Ref the Copter VOR RWY 33 approach to Robert Gray AAF the 1/4 mile visibility is correct according to the FAA. With the updated lighting (MALSR) and Copters get an extra 1/4 mile, the visibility is reduced to 1/4 mile.
-
- Ref the Copter RNAV (GPS) RWY 34 approach to Hood AAF; although the diagram shows a left turn on the missed approach the missed approach instructions correctly show a right turn to 3100. The FAA is working on getting this corrected.

FHFSSC – New Business

- **Issue**: Approach Procedure Issues
- **Discussion**: Bob Ulrigg

- There is a note on the ILS or LOC RWY 15 approach plate effective 17 Dec that states: "Procedure NA for arrivals at AGJ VORTAC via V163 and V358 Southbound".
-
- Here is the answer from the FAA:
-
- This exceeds the 120° turn radius.
- The "ILS or LOC RWY 15" approach procedure states "RADAR REQUIRED", if radar service is not available then the entire procedure is not authorized.
-
- Aircraft have to be vectored to intercept the Localizer for the "ILS or LOC RWY 15: approach.

FHFSSC – New Business

- **Issue**: Approach Plate Charting Errors
- **Discussion**: Bob Ulrigg

- The following approach plate charting errors have been found and have been reported to the FAA.
- They are working the issues and will issue the appropriate FDC NOTICES until the next publication.
-
- 17 DEC 09 CHARTING ERRORS:
-
- HOOD AAF (HLR)
- COPTER NDB RWY 34: NO FAF TO MAP AIRSPEED/MIN:SEC CHART

- COPTER RNAV (GPS) RWY 34: SHOWS LEFT TURN ON CHART, AND RIGHT TURN IN THE MISSED APPROACH PROCEDURES

-
- ROBERT GRAY AAF (GRK)
- NDB RWY 15: SHOWS A DOUBLE LINE (INBOUND COURSE) ON THE CHART?

- ILS or LOC RWY 15: SHOWS THE 374° RADIAL OFF GOOCH SPRINGS (AGJ)

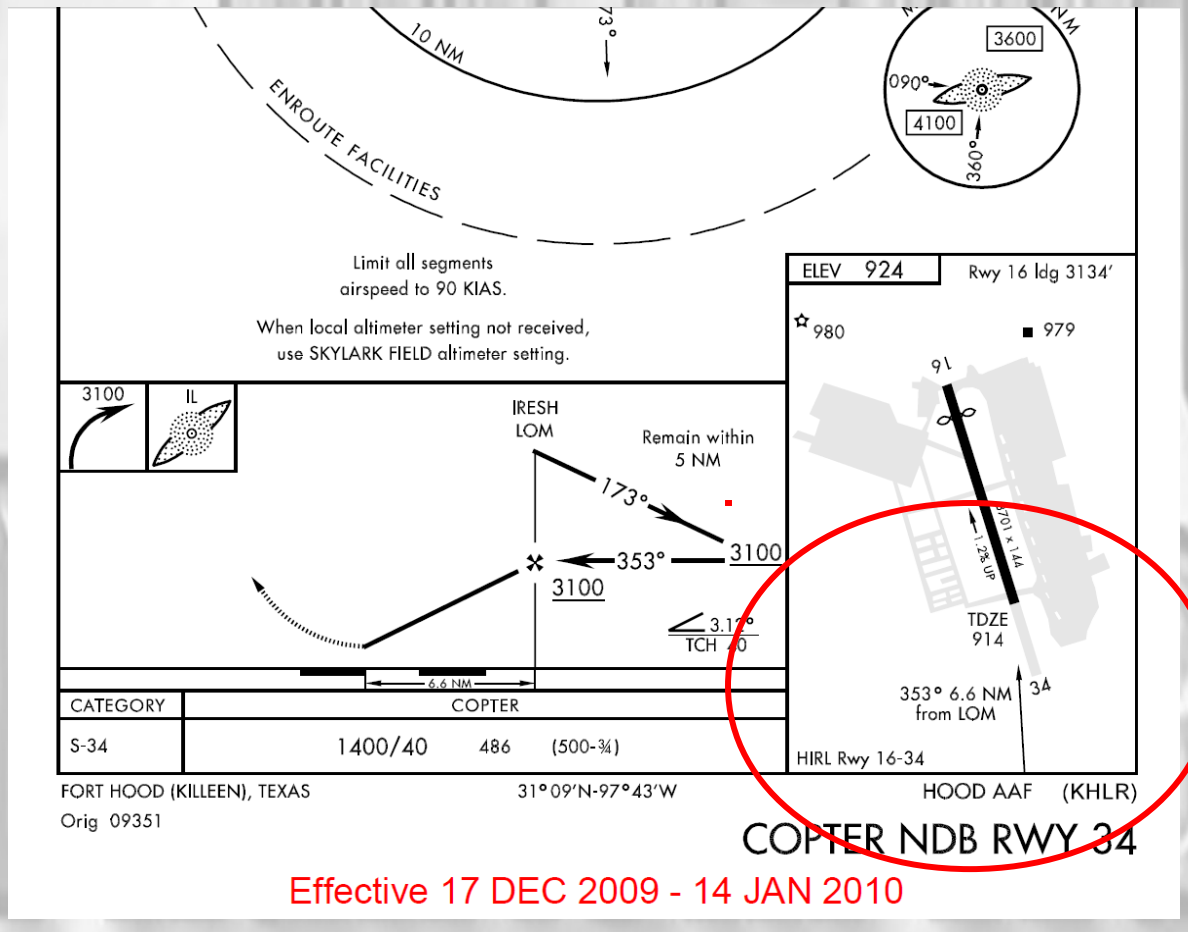
- ILS or LOC RWY 33: SHOWS THE 374° RADIAL OFF GOOCH SPRINGS (AGJ)

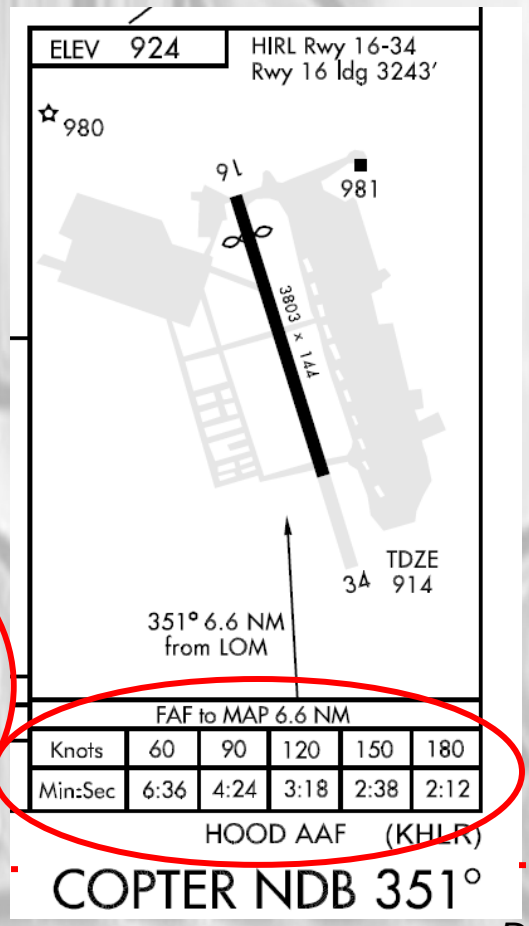
- VOR/DME RWY 15: SHOWS THE 374° RADIAL OFF GOOCH SPRINGS (AGJ)

- COPTER VOR RWY 33: SHOWS ¼ MILE VISABILITY

FHFSSC – New Business

- **Issue**: Approach Procedure Issues
- **Discussion**: Bob Ulrigg





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- **Issue**: Trimax 30 Fire Extinguishers

- **Discussion**: Gary Tomblin, Installation Aviation Safety Manager.

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- **Issue**: Warm Refuel Procedures – AH-64

- **Discussion**:

Open Forum

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- Closing Comments
- 3rd Quarter FY 10 meeting